

Chief Ship Surveyor

Received from Chief Ship Surveyor

SHIP NAME s.s. 'ST. ARVANS'
(ex 'Samlyth')

REPORT Npt. No. 25439

The remarks of the Chief Ship Surveyor are desired on this case for the consideration of the Classing Committee.

(“The endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case, so that the Classing Committee may have all the salient points presented in the endorsement.”—Extract from Sub-Committee's Report, 24/5/92.)

This Liberty Ship was built in 1944 and classed with the American Bureau of Shipping.

Classification with this Society is desired.

Plans for this type of vessel have been examined at this Office and the scantlings and arrangements found suitable for the class 100A-.

See endorsement 4.7.47. and Circular issued May 1946.

The NEWPORT, MON. Surveyors, in a First Entry Report and Rpt. 8, report 11.48, the scantlings and arrangements verified and the requirements for Vessels Not Built Under Survey and of a Periodical Special Survey complied with and minor repairs effected.

A hinged watertight door is fitted for access to the tunnel. It is stated that a door complying with the Rules has been ordered and will be fitted at the first opportunity.

Bottom and side shell plating (p & s) indented, but efficient and the Surveyors recommend that same be dealt with at the Owners' convenience.

The applicable modifications and reinforcements as required for 'SAM' ships have been previously or now carried out.

The equipment of anchors and chain cables on board has been tested by the American Bureau of Shipping, except 1 bower anchor and 45 fathoms of chain cables, which have been tested at a Lloyd's Proving House in this country. Otherwise the equipment is in accordance with the Rules, except that the weights of the anchors are 2 grades in excess of same.

It is therefore submitted the figure "1" without the notation "Lloyd's A & CP" be assigned.

It is further submitted the vessel is eligible to be classed 100A1 with record of docking survey 11.48 and the notation of S.S. - 11.48, subject to a watertight access door to the tunnel complying with the Rules being fitted at the first opportunity and to indented shell plating (p & s) being dealt with at the first convenient opportunity.

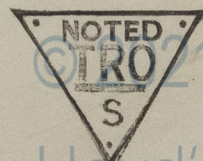
100A1 "Carrying vegetable oil in deep tanks"
"Fitted for oil fuel FP above 150°F."

11.48 Npt.

S.S. Npt.- 11.48.

Classed 11.48.

Subject

Lloyd's Register
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'ST. ARVANS'

2 Dks "pt Elec. welded"

Cell DB 368' 1235t, DTa 20' 760t, DTsf 61' 648t, FPT 145t, APT 155t

FK, 7 BH, pt Cem

O.L. 441.6'

ESD

"a⁺"
2 $\frac{1}{16}$ " *imby*

It is further submitted the Surveyors be informed it is concluded the oil fuel settling tanks have been tested and found satisfactory and that the clear spacing of the cargo battens is 9 $\frac{1}{2}$ ", but they should state if this is so. ✓

NOTE: The Owners' attention might be drawn to the requirements of the "Anchors and Chain Cables Act" for British vessels.

f.c.p.
6.1.49. *GAH*



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